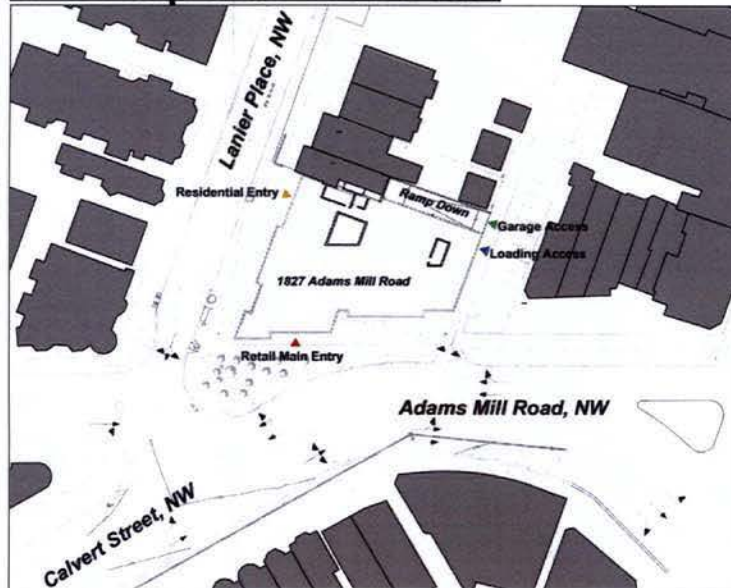


Conceptual Site Plan



Project Location and Study Intersections



APR 9

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18533

EXHIBIT NO. 35

Trip Generation

Proposed Land Use	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Condominiums: New Vehicle Trips	1	11	12	7	3	10
Walk-In Bank: New Vehicle Trips	3	3	6	4	4	8
Sit-Down Restaurant: New Vehicle Trips	2	2	4	1	1	2
Total Proposed Development	6	16	22	12	8	20

Existing Land Use	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Gas Station: Total Vehicle Trips	10	10	20	7	13	20

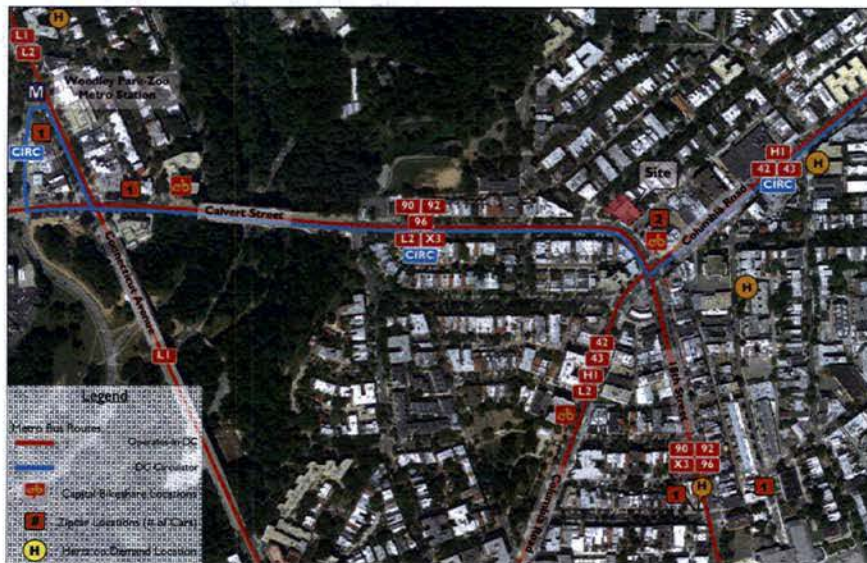
Net New Site Trips	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Net New Vehicle Trips	(4)	6	2	1	(5)	(0)

Parking Requirements (C-2-A District)

- ☐ 1 Parking Space for every 2 Residential Units.
- ☐ 1 Parking Space for every 300 SF of office space beyond 3,000 SF.

Land Use	Required	Proposed	Requested Variance
Residential	36 Dwelling Units require 18 spaces	18 spaces	0 space variance
Retail	8,675 SF requires 19 spaces	6 spaces	13 space variance
Total	37 spaces	24 spaces	13 space variance

Transportation Options



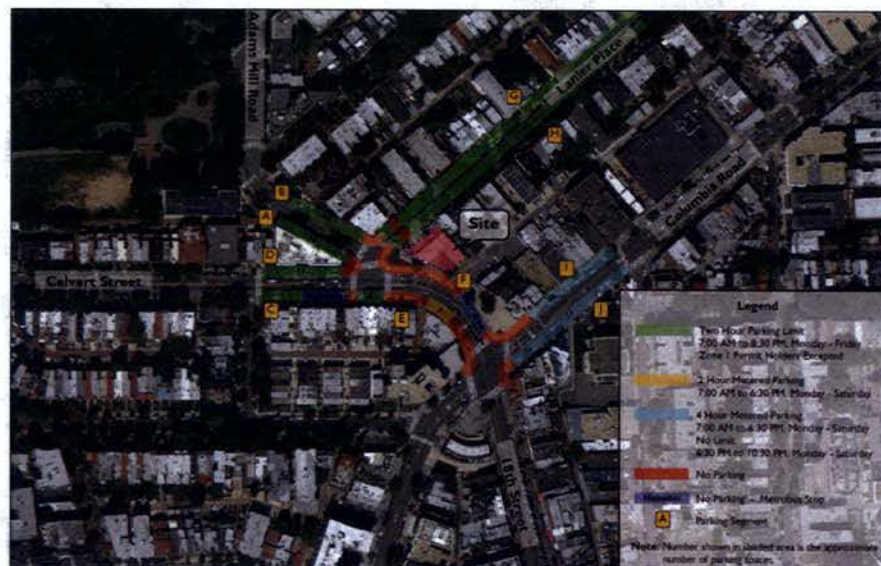
Nearby Amenities



Transportation Demand Management

- ☐ Designate a member of the property management team as the Transportation Management Coordinator (TMC).
- ☐ Provide information to building Tenants regarding the following:
 - Smart Benefits, • Commuter Connections Rideshare Program,
 - Capital Bikeshare, • Commuter Connections Guaranteed Ride Home, Commuter Connections Pools Program, and
 - VanStart,
 - NuRide.
- ☐ Provide links to CommuterConnections.com and goDCgo.com on the developer and/or property management website or condominium association website.
- ☐ Convenient, covered, and secure bike parking facilities will be provided (20 Spaces).
- ☐ Provide a \$75 SmartTrip card or one year membership in either a Bikeshare or Carshare service to each new resident.

On-Street Parking Evaluation



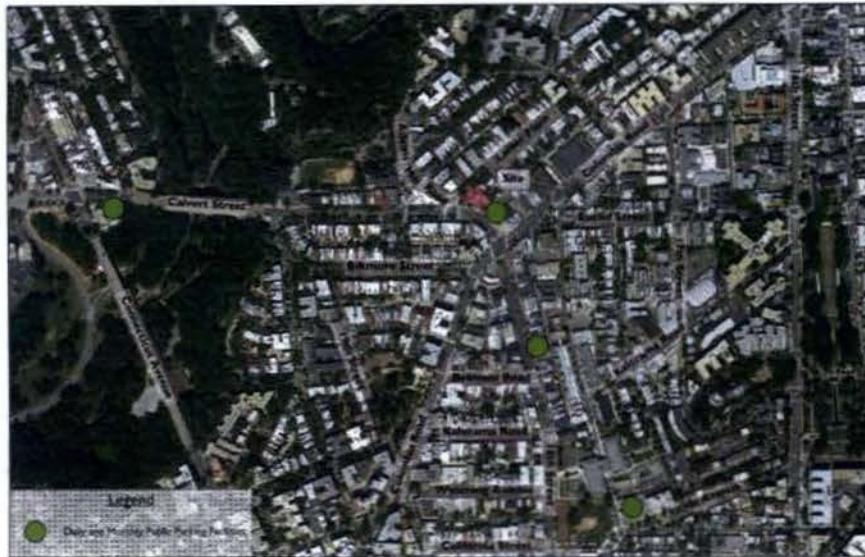
Existing On-Street Parking Demand

- ☐ Parking occupancy counts were conducted on Tuesday, November 27th, 2012 at 30 minute intervals from 7:00 PM to 11:00 PM.
- ☐ The weekday parking demand for the entire neighborhood was generally at capacity during evening hours.

Projected On-Street Parking Demand

- ☐ The Projected parking demand was estimated based on data from the Urban Land Institute.
- ☐ Employee parking would be accommodated on-site.
- ☐ The anticipated patron parking demand for the site is minimal.
- ☐ The peak patron parking demand for both uses combined is estimated to be just 7 spaces.

Off-Street Parking Locations



Loading Management Plan

- ☐ Designate a loading coordinator
- ☐ All residential tenants required to only use loading dock for deliveries and move-in/move-out activities, with one exception:
 - Trucks longer than 24 feet for residential deliveries can request a temporary no parking zone to allow for curbside loading.
- ☐ Trucks longer than 24 feet will be prohibited.
- ☐ All retail deliveries will be required to enter through the loading dock. Street deliveries will not be accepted. Deliveries will not be accepted from trucks that block the public alley.
- ☐ Trucks will be required to use the designated circulation route.
- ☐ No truck idling shall be permitted anywhere on the premises.

Conclusions

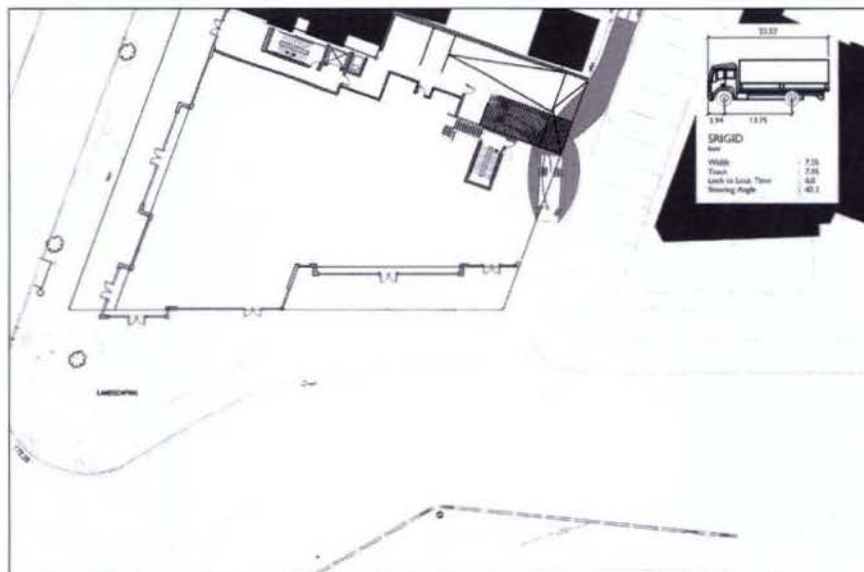
- ☐ The proposed redevelopment would not generate a measurable amount of new traffic. New site generated traffic would have a negligible impact on off-site study intersections.
- ☐ The proposed residential parking meets the Code requirements.
- ☐ The requested variance would not have an adverse impact on the traffic operations on the surrounding roadway network for the following reasons:
 - Significant alternative transportation options are available in the area,
 - Neighborhood serving retail uses have high non-auto mode splits,
 - The parking demand for the retail uses is projected to be minimal,
 - Several off-street parking options are available in the surrounding neighborhood.
- ☐ The proposed loading management plan will maximize the safety and efficiency of loading operations at the site.

Back of Tray Slides

24 Foot Truck Ingress from the North



24 Foot Truck Ingress from the North



24 Foot Truck Egress to the South

